



National Transportation Safety Board Aviation Accident Final Report

Location:	Manvel, ND	Accident Number:	CEN12CA423
Date & Time:	07/02/2012, 1945 CDT	Registration:	NONE
Aircraft:	EIPPER QUICKSILVER	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The non-certificated pilot said that he had been flying his unregistered aircraft too low over a wheat field. He stated that he encountered a "thermal" and that the aircraft's nosewheel caught in the wheat, causing the airplane to nose over and impact the ground. The aircraft sustained substantial damage to both wings and the fuselage structure. About 8 minutes after the accident occurred, the wind was reported as being from 320 degrees at 6 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The non-certificated pilot's failure to maintain clearance from a wheat field.

Findings

Personnel issues	Decision making/judgment - Pilot (Cause)
Environmental issues	Conditions/weather/phenomena - Contributed to outcome

Factual Information

History of Flight

Maneuvering-low-alt flying	Other weather encounter Loss of control in flight (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	None	Age:	48, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	50 hours (Total, all aircraft), 50 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	EIPPER	Registration:	NONE
Model/Series:	QUICKSILVER MX II	Aircraft Category:	Ultralight
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Light-Sport	Serial Number:	UNKNOWN
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	250 lbs
Time Since Last Inspection:		Engines:	1
Airframe Total Time:		Engine Manufacturer:	
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	MICHAEL S. CALLAHAN	Rated Power:	
Operator:	MICHAEL S. CALLAHAN	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KGFK, 845 ft msl	Observation Time:	1953 CDT
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Instrument Conditions
Lowest Cloud Condition:	Few / 13000 ft agl	Temperature/Dew Point:	30° C / 24° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	6 knots, 320°	Visibility (RVR):	
Altimeter Setting:	29.66 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	MANVEL, ND (NONE)	Type of Flight Plan Filed:	Unknown
Destination:	MANVEL, ND (NONE)	Type of Clearance:	None
Departure Time:	1900 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious		

Administrative Information

Investigator In Charge (IIC):	Arnold W Scott	Adopted Date:	10/04/2012
Additional Participating Persons:	Jeff Boe; FAA Flight Standards District Office; Fargo, ND		
Publish Date:	10/04/2012		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84232		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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